

233 South Wacker Drive Suite 800, Sears Tower Chicago, IL 60606

312-454-0400 (voice) 312-454-0411 (fax) www.cmap.illinois.gov

Tier 2 Consultation Meeting Minutes

January 30, 2009

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Lake County Conference Room

Suite 800, 233 S. Wacker Drive, Sears Tower, Chicago, Illinois

Participants: Patricia Berry CMAP

Bill Brown NIRPC (via phone)

Brian Carlson **IDOT** John Donovan **FHWA** Doug Ferguson **CMAP** Michael Leslie **USEPA** Holly Ostdick **CMAP** Ross Patronsky **CMAP** Mark Pitstick **RTA** Mike Rogers **IEPA**

Betsy Tracy IDOT (via phone)

David Werner FTA Kermit Wies CMAP

1.0 Call to Order and Introductions

The meeting was called to order at 11:30 a.m.

2.0 Agenda Changes and Announcements

Item number 4.0 SIP was moved to the end of the agenda.

3.0 Approval of Minutes – July 2, 2008 and September 23, 2008

The minutes were approved.

4.0 State Implementation Plan

Mr. Rogers said that IEPA was in the process of preparing a SIP for the 8-hour ozone standard. The SIP was originally due in June, 2007; a failure to submit notice was issued by USEPA in March, 2008. Transportation sanctions pursuant to the failure submit notice will take effect in March, 2010 if a SIP is not submitted and found complete by then.

The draft budgets for this SIP were discussed at the July, 2008 consultation team meeting. A comment period, including a public meeting on the draft SIP was held in December, 2008. CMAP sent IEPA a comment on vehicle registration distribution assumptions in the draft SIP. The original vehicle registration assumptions were based on 2003 data. In response to the comment, IEPA obtained new information from the Illinois Secretary of State. The new data show that the fleet is currently much older than the 2003 data showed; it is older than the national averages incorporated into MOBILE6. This updated data was then used to develop updated draft budgets.

The original VOC budget was 106.92 tons/summer day. It increased to 133.8 tons/summer day. Similarly, the NOx budget increased from 261.02 tons/summer day to 284.7 tons/summer day. However, IEPA was still able to demonstrate attainment.

In response to a question from Mr. Wies, Mr. Rogers said that CMAP's conformity analysis results should increase in parallel if they use the updated vehicle registration data. Mr. Patronsky said that he had obtained the data from IEPA, and would be checking the ability of the region to conform to the revised proposed budgets.

In addition, since 2006 – 2008 air quality monitor data were "clean," IEPA has prepared a request for redesignation under the 1997 standard (0.08 parts/million) and a maintenance SIP, including budgets for 2020. These budgets were also revised using the new vehicle registration data. The revised budgets are, for VOC, 67.0 tons/summer day, and for NOx 80.2 tons/summer day.

Mr. Rogers noted that the region is still in nonattainment of the updated ozone standard of 0.0.7 parts/million.

Mr. Rogers then discussed the preparation of a PM_{2.5} SIP. Draft budgets have been established; CMAP has not tested the ability to conform to the draft budgets. Mr. Rogers said that a timeline for submission of the PM_{2.5} SIP has not been established yet.

In response to a question about the MOVES model, Mr. Leslie indicated that the draft would be released in the next few months.

5.0 Economic Recovery Program

Ms. Ostdick passed out a timeline staff had drafted earlier that morning. Based on the letting authorization dates, bringing the necessary TIP changes to the March 6th Transportation Committee meeting seemed to allow enough time to obligate Recovery Act projects by the anticipated deadline.

Mr. Werner noted the process for FTA approval was somewhat different, and that the meeting dates proposed may not provide adequate time to process the grants. He asked when the STIP update would be approved. Ms. Berry said that the practice has been to

have transmission and approval letters prepared in advance of the Committee meeting so that the approval can take place on the same day. A discussion of the timing for the RTA meeting was also discussed. Mr. Werner indicated that he would be more comfortable if some of the meeting dates could be moved up.

Mark Pitstick said the RTA Board was planning to meet 2/19 to establish marks, although final apportionments may not be available. Staff will be able to make adjustments to the estimates approved by the Board. It was not certain whether the RTA would approve projects at their February meeting or their March meeting

Ms. Berry said she would investigate the possibility of a special Policy Committee meeting, depending on RTA's approval schedule.

6.0 Semi-annual TIP Conformity amendment

Ms. Berry introduced the cover memo, which has been revised to give useful information to a wider audience.

Ms. Berry said that an error was found in the network coding; this is being corrected and revised conformity results will be prepared. She said that CMAP strives to make the network coding as accurate as possible, and where errors are found, they will be corrected as soon as possible.

Mr. Wies noted that, in the course of adding Kendall County to the travel demand model, a correction was made to the external (now internal) population data.

Ms. Berry asked Mr. Leslie how soon the approval letter would be available. Mr. Leslie indicated that it should be ready at about the same time the MPO Policy Committee approves the amendment.

Mr. Patronsky noted that no comments have been received to date.

7.0 Other Business

Mr. Wies suggested to Ms. Tracy that, since the GO TO 2040 plan will be considering transportation projects over the next six to eight months, the IDOT Central Office should discuss with Districts 1 and 3 the scope and priorities for major capital projects.

8.0 Next Meeting

The next scheduled meeting of the Consultation team was left on call.

9.0 Adjournment

The meeting adjourned at 12:15 p.m.